

McMANIGAL HEAR WHEN EXPLOSIONS OCCURRED

Confessed Dynamiter Identified by Hotel Clerks of Various Cities.

JOB ARRANGED BY WIRE

To Be Proved by Telegrams from Many Places, Government Attorneys Announce.

Indianapolis, Oct. 10.—For the first time since he confessed to dynamiting, Orlie E. McManigal, before a jury in the "dynamite conspiracy" trial to-day, was identified by hotel clerks at times when explosions occurred.

H. E. Pearce, of Kansas City, Mo., in the pages of a hotel register traced "J. W. McGraw" as having registered at a Kansas City hotel, August 20, 1910, three days before the explosion at the Missouri River bridge across the Missouri River, which, he says, was arranged for by W. Bert Brown, of Kansas City, and James B. McNamara.

"Do you see McGraw in the court-room?" asked James W. Noel, special assistant district attorney.

"That's the man," said Pearce, pointing to McManigal.

This line of testimony was followed by the government as tending to carry out McManigal's statement that he actually caused the explosions detailed in his confession, for which the government charges members of the executive board of the International Association of Bridge and Structural Ironworkers paid him at the rate of \$200 a job.

R. J. Quigley, of Duluth, identified McManigal as a visitor at a Duluth hotel in July, 1910, shortly before an explosion at Superior, Wis. F. W. Gates, said McManigal, was the "J. G. Brice," who frequently registered at a hotel at Rochester, Penn., near which quantities of nitroglycerine were discovered, hidden in a shed.

McNamara Activities Traced.

The activities of James B. McNamara on his return to Indianapolis after blowing up the Los Angeles Times Building were also traced in hotel registers. At the suggestion of his brother James B. took the name of "Frank Sullivan," dropping all the aliases he had used on the Pacific Coast. H. M. Spinning, a deputy sheriff of Los Angeles County, identified photographs of both the McNamaras. This was done, it was announced to the jury, "because the McNamaras were detained in San Quentin Prison in California and could not be present."

In presenting great bundles of telegrams, which were identified by managers of telegraph offices from many parts of the country, but the contents of which were withheld until later, the government attorneys said it would be shown that arrangements for the Pacific Coast explosions were carried on by telegraph, that Olaf A. Tveitmo and Eugene A. Clancy, of San Francisco, and J. E. Munsey, known as "Jack" Bright, of Salt Lake City, communicated about the explosions in telegrams, and that Clancy and Munsey, "worried over the search for the dynamiters," sent back and forth messages concerning the whereabouts of James B. McNamara.

J. B. Coggins, of San Francisco, was asked to produce a telegram reading "clean house" and "sent by Clancy, from Boston, to No. 27 Excelsior avenue, San Francisco." Coggins said the telegram had been destroyed.

The government charges that, on reading of the loss of life at "The Los Angeles Times" disaster, Clancy, then on a visit to Boston, decided to destroy certain evidence relative to various Pacific Coast explosions, and that he sent a "clean house" message both to his home and to his labor headquarters.

Telegram Message Identified.

A telegraph operator at Sparks, Nev., identified a message signed "Clancy" sent from there on October 26, 1910, as follows: "J. B. McNamara, Chicago.

"Will arrive in Chicago Saturday 1 o'clock. Meet me there."

The message, the government charges, tends to connect Clancy with efforts to hide "The Los Angeles Times" dynamiter after Clancy became alarmed over the search being made on the Pacific Coast.

In response to instructions from Herbert S. Hokin, one of the defendants, the government charged McManigal sent a telegram to L. A. Noel, Detroit, as follows:

"Sold stock at Boston March 28, Hoboken, 31."

A telegram bearing those words was produced. Explosions occurred at Boston and Hoboken on those dates.

A telegram sent by Orlie McManigal on March 24, 1911, from Omaha to J. B. McNamara, Indianapolis, was produced. It read:

"Kindly send me hundred-dollar check to Lincoln, Neb. R. WOODS."

This, according to McManigal, was agreed on as the signal that he was ready to blow up the new courthouse at Omaha, so J. B. McNamara could instruct J. B. McNamara to blow up a plant at Columbus, Ind., the same night.

Henry W. Leggett, now of Denver, was alleged to have sent from Pittsburgh a telegram saying: "Can I come to headquarters? Important." This was, according to the government's charges, a short time before Leggett appeared at the ironworkers' headquarters in Indianapolis with a fibrous suitcase in which nitroglycerine had been carried.

Managers of telegraph offices at Spokane, Seattle, Portland and San Francisco testified that telegrams sought by the government had been destroyed.

MAY HE MARRY 2D COUSIN?

Prospective Bridegroom Puts Question to Dr. Lederle.

"Is it ever permissible for a man to marry the daughter of his first cousin?" This is not a question submitted to an authority on advice to the lovelorn, but to Health Commissioner Lederle, who received a communication yesterday from a prospective bridegroom in this city making that inquiry.

There were other questions, too, but that was the main one, and to give the health official sufficient data to work on in view of his answering the question, a bit of family history was injected.

The bridegroom-to-be said he was eight years older than his fiancée. No intermarriage had ever occurred before in the family, which was an old New England one, whose members had always been as healthy as wooden Indians, and lived to ripe old ages.

The communication concluded with the expression that any information relative to the point in question would be awaited with pleasure.

URGES FLAT CHARGE FOR EXPRESS MATTER

Secretary of Postal Progress League Says Companies Favor Europe.

COURTS' CRITIC SCOLDED

St. Louis Man Asks Commerce Commission to Enforce Even More Drastic Reductions.

Washington, Oct. 10.—A flat charge for all packages, whatever their contents and whatever the distance of transportation, was advocated by James L. Cowles, secretary of the Postal Progress League, on the resumption to-day of the express rate hearing before the Interstate Commerce Commission.

Mr. Cowles said the American Express Company at present was carrying parcels from Europe up to eleven pounds weight at a flat rate of 27 cents to any part of the United States. He believed that such service could be given to the people of this country at a profit to the carriers, provided their business was managed efficiently.

"One trouble is that there is no efficiency in the car service," he insisted.

"The Railway Age" has pointed out that the average return from a car is about \$20 a day and that its average daily mileage is only sixteen miles. Why, the modern freight cars do not earn as much as the old-fashioned stage coach earned half a century ago.

C. L. Delbridge, of St. Louis, who said he appeared for "one hundred million uncrowned kings and queens of America," urged the commission to enforce even more drastic reductions than those proposed. He related some of his own experiences in which he said he had received no satisfaction either from the companies or from the courts.

"I have ceased practicing in half the courts," he declared, "because I found them to be merely the refuge of thieves and murderers."

Chairman Prouty interrupted with an admonition to Mr. Delbridge not to be so critical of the courts.

The statements to-day covered a wide range of views, various representatives of shippers occupying most of the time. Walter Drew, of Madison, Wis., speaking for the Master Bakers' Association, urged that no disturbance of the existing special rates on bread be permitted. His contention will be made the subject of a special petition.

Says St. Louis Is Favored.

T. K. Redick, of the Memphis Freight Bureau, said the proposed rates favored St. Louis as against Memphis, an active competitor of the Missouri city for Western business. He urged that the inequalities in rates be adjusted.

E. L. Fairchild, speaking for the Boston Chamber of Commerce and several New York commercial bodies, vigorously insisted that the case should not be reopened to permit the railroads to become interveners.

Frank Lyon, formerly an attorney for the commission, maintained that the railroads ought not to be permitted to intervene in the case, because the express companies were the natural principals, and the rail carriers were merely the agents of those companies. He pointed out that the railroads, as shown by statistics he presented, were receiving at present quite 25 per cent more revenue from their express business than they received prior to 1900.

Walker D. Hines, for the express companies, began the closing argument with an elaboration of his statement, that the express companies would suffer not only serious losses, but would be confronted by a heavy deficit, if the proposed rates were made effective. While the companies, he said, had made prior to 1912 12 or 14 per cent in profits, the percentage of actual profit for 1912 thus far was less than 4. Mr. Hines had not finished when the commission took a recess until to-morrow.

AWAITING MEN OF TRADE

Delegates from Foreign Chambers of Commerce Coming Here.

About four hundred of the delegates from fifty-eight countries to the fifth International Congress of Chambers of Commerce and Industrial Associations recently held in Boston will arrive in this city on Thursday. Some of these delegates were appointed by their governments, others by commercial organizations in their respective countries, and all are of prominence and influence in the business world. They will reach this city by way of Philadelphia, at the end of a tour which extended to Chicago.

The programme for their entertainment here is as follows:

October 17.
11 a. m.—Delegates arrive at Pennsylvania Station, escorted by members of reception committee. They will be conveyed by automobile to hotels where rooms have been reserved for them.

2 p. m.—Automobile tour of Manhattan from Washington Square to 156th street.

8 p. m.—Delegates attend performance of "Under Many Flags" at the Hippodrome.

October 18.
9 a. m.—The delegates will be escorted from hotels to steamer Hendrick Hudson at the Recreation Pier, foot of East 24th street, for a trip by water to the harbor and the East River and the North River.

Fire boat drill at the Battery.

Luncheon in Chamber of Commerce, No. 65 Liberty street.

Reception at United Engineering Societies' Building, No. 23 West 39th street. Addresses by Mayor Gaynor and representatives of commercial organizations, with responses on behalf of the delegates.

BUSINESS TROUBLES.

The following petitions in bankruptcy were filed in the United States District Court yesterday:

JACK COHEN, wholesale dealer in jewelry, No. 128 Canal street (voluntary). Creditors: W. H. Vosler, \$1,485; Herman Levy, \$400; Isadore Berman, \$211; Harry E. Blingman, receiver. Liabilities, \$40,000; assets, \$2,000.

SAMUEL BACKHAUT and NATHAN REINFEELD, comprising the firm of S. Backhaut & Co., manufacturers of furs, at No. 110 West 25th street (voluntary). Creditors: Louis Greenwald, \$225; Hyman Schabman, \$212; B. Weinberg & Son, \$71. Liabilities, \$8,000; assets, \$2,000.

MORRIS PALESNER, wholesale dealer in millinery supplies, at No. 89 Broadway (voluntary). Creditors: Meyer Cohen, \$711; Nathan Schreiber, \$250; Elias Kaiser, \$19. Liabilities are \$4,000; assets, \$1,500.

FRANK FRIEDMAN, dealer in clothing, at No. 1801 Second avenue (voluntary). Creditors: Louis Greenwald, \$225; Hyman Schabman, \$212; B. Weinberg & Son, \$71. Liabilities, \$8,000; assets, \$2,000.

ARMY AND NAVY NOTES

Plans for Reorganization of the Army Nearly Completed.

[From The Tribune Bureau.]

TO EXPEDITE MOBILIZATION.—Plans for the reorganization of the army with a view of dividing it into three divisions—eastern, central and western—being worked out by the Secretary of War and the General Staff, and it is expected that the task will be completed within a few weeks.

The purpose of the reorganization is to expedite mobilization in the event of war by placing each division in command of an officer and sub-dividing the divisions, so that there will be concerted action when a mobilization order is given. Under the present system numerous more or less complex orders to various widely separated posts are necessary for the mobilization of an army, and delays are quite possible.

Secretary Stimson declared to-day that when the new system is put into effect it will be the first time in the history of the department that the United States has had a real army organized on a practical basis. He said the establishment of the divisions will not mean the abolishment of the several departments, although their functions will not be so extensive.

MUST RETURN TO COMMANDS.—Judge Advocate General Crowder to-day submitted to the Secretary of War his construction of the "detached service" provision of the new army bill. General Crowder holds that the term "absent from command" must be taken literally, and that actual presence for duty with troop, battery or company will be required of every officer of the mobile army below the grade of major, who has been absent four years out of the preceding six.

About six hundred officers will be affected by the law, which becomes effective December 15. Of these 150 now stationed at the War Department will have to go back to their commands immediately. Officers serving as attaches of legations abroad, with recruit and prison companies and at service schools, will not be immune from the provision. Reports quoted by General Crowder show there is a strong feeling in the service that the evil of continuous detached service has greatly impaired the efficiency of the army.

ORDERS ISSUED.—The following orders have been issued:

ARMY.
Major EVAN M. JOHNSON, Jr., infantry, 1st New Jersey, to office chief of division of militia affairs, Washington.

Colonel JOHN L. KLEIN, quartermaster corps (voluntary), to Camp E. S. Clegg, chief of division of militia affairs, Washington.

Major WILLIAM G. ROBERTS, quartermaster corps, to Camp E. S. Clegg, chief of division of militia affairs, Washington.

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JACK HAYES (commissary), to depot quartermaster corps, to Camp E. S. Clegg, chief of division of militia affairs, Washington.

Colonel WILLIAM H. MILLER (assistant quartermaster), assigned depot quartermaster corps, to Camp E. S. Clegg, chief of division of militia affairs, Washington.

Major HUGH J. GALLAGHER (commissary), assigned depot quartermaster corps, to Camp E. S. Clegg, chief of division of militia affairs, Washington.

Captains WILLIAM D. CHITTY (quartermaster) and WILLIAM D. GOODALE (paymaster), to depot quartermaster corps, to Camp E. S. Clegg, chief of division of militia affairs, Washington.

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